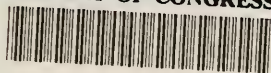


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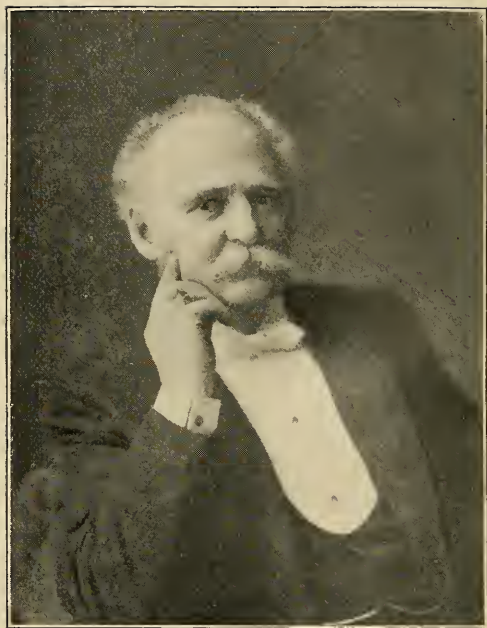
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Nathaniel M. Kay

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Nathaniel McKay.

WASHINGTON, D. C.,  
January, 1901.

*To my good and true friends :*

I have compiled a few letters, which were on file in my office, from various friends and gentlemen with whom I have had the pleasure of doing business for forty or fifty years, which will speak for themselves. I would not have printed them were it not for the personal attacks upon me and my integrity by a merciless vampire in this city whom I have befriended, and now he is circulating false and malicious statements about me and the Dewey Hotel, just because I did not respond to his blackmailing letters. These letters are not for the purpose of ingratiating myself in the good graces of any one; they are merely printed for the purpose of enlightening, and to show that I still live, and am just the same to-day as when these letters were written, and shall remain so until I am called hence.

My father and mother were the parents of eighteen children, I being the seventeenth, and not one of them has ever done a dishonorable act. My forefathers fought with Oliver Cromwell, my grandfather and grandmother were born in Edinburgh and Dumfrees, Scotland. My father and mother and their children were born in Nova Scotia. The Scotch spell the name of McKay, "Mackay."

I was brought up in Boston, Mass., the place above all I honor. I served my time with my brother, Donald McKay, the man that built the fastest ships that ever sailed the ocean, and I am proud of being an humble ship carpenter. I worked many a day from sunrise to sunset for \$1.00 per day.

6 2

Were it not for the war I would never have been in Washington, but our commerce was destroyed by the Confederate cruisers and our shipbuilding interest went into decay and has remained so ever since. Our old shipbuilders, with myself, constructed 83 per cent. of the Navy for the rebellion. The Government owed their heirs large sums of money for the changes in their construction, and, as I was the youngest of the builders, many of their heirs have appointed me their attorney, and I am and have been giving their business strict attention, and never in my life have I received any money or fee from any man, woman, child or corporation for any services, except on the claims for these old ships.

I have compiled these letters on account of the attacks on me. They were made because I was successful, and would not be blackmailed by this worthless character. His name would defile this sheet and I will withhold it at present.

NATHANIEL McKAY.

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E. BOSTON, *Sept. 5, 1871.*

TO NATHANIEL McKAY, Esq.,

OR TO WHOM IT MAY CONCERN:

The undersigned, residents of Boston, who know Mr. Nathaniel McKay intimately, take pleasure in testifying that he has resided among us from boyhood; that he is and always has been a thoroughly honorable business man; that by his industry and energy he had built up a great and prosperous business here; that at the close of the late war, had he chosen, he could have retired from business with an ample fortune, honorably earned; but he was not the man to sit down idly and enjoy it, but he changed his business to that of locomotive building, which unfortunately for him proved to be disastrous, and he was obliged to fail, but his creditors did not, nor do they now, consider him in the least to blame for what he could



BY TRANSMIT



not control. He was of very great benefit to this community, in that he gave employment to hundreds of men, to whom he always paid liberal wages. He was ever foremost in promoting matters of public interest in our city, and in matters of charity no one gave more freely and liberally than did Mr. McKay. An instance of the good feeling and respect this community entertained for him, which will go to show in what estimation he is held, was exhibited when his dwelling-house was offered for sale at public auction, by order of his assignees; a large company were present, a very large proportion of whom were his creditors; the auctioneer called for a bid, and Mr. McKay's daughter made a mere nominal bid, and no person present would advance upon it and it was knocked down to her, when such a cheer went up as must have assured Mr. McKay that his creditors, and the people who he had lived among so long and whom he had benefited so much, had nothing but the best of feeling and respect for him.

GEO. H. PLUMMER.

HENRY BAILEY.

BENJ. F. PALMER.

COLEMAN COOK.

EDWIN R. WEBSTER.

HENRY G. MORSE.

C. D. TISDALE.

JACOB R. HOLMES.

WILLIAM F. BROOKS.

DEXTER A. TOMPKINS.

JOS. H. BARNES.

WM. J. ELLIS.

B. F. CAMPBELL.

EDWARD PEARL.

RUFUS CUSHMAN.

GEORGE E. YOUNG.

J. B. HUCKINS.

JOHN NOBLE.

JOSHUA WESTON.

ROBERT E. JACKSON.

[I could have had the signature of every person in Boston on this paper if I had so requested.]

[From *Boston Post* of October 29, 1869.]

### McKAY & ALDUS.

McKay & Aldus's immense Iron Works, so long established at East Boston, have now passed into the hands of the proprietors of the Atlantic Works. The senior partner of the firm that has contributed so largely to the prosperity both of Boston and East Boston, Mr. Nath'l McKay, takes from the first of January next the management and conduct of the great Iron Works in Jersey City, and that locality will henceforth reap the benefits of his untiring energy and the complete and practical knowledge that has made him so eminent in his vocation. To show the prodigious industry of McKay & Aldus, it is sufficient to mention that besides other constant and regular work they have built one hundred locomotives, fourteen large steamships, mostly on New York account, monitors for Government use during the war, hundreds and hundreds of boilers, machinery in part and entire, and executed a vast quantity of contracts for labor in their specialty—all of which drew an aggregate of millions of dollars yearly from every part of the country to be disbursed here in wages, payments of rents, purchases, investments, taxes, and in the manifold ways in which money filtered through one thousand and more families, circulates to the benefit of the community. Mr. McKay's vigilance and energy, as well as his executive capacity, have been so strikingly demonstrated that anything more than a simple reminder is now needless. He has obtained by personal exertions contracts from individuals and corporations throughout the Union, and has justified the judgment in his favor by meritorious fulfilment. He has given an enviable character to the works by skill and excellence, in execution, and has made East Boston famous on land and water by a

thoroughness and fidelity that rendered his manufacture a valued one on nearly every railroad in the United States. In the employment of large bodies of men he has benefited hundreds of families, advanced the prosperity and marvelous thrift of East Boston, and in his successful season dispensed a judicious charity that cannot be too highly praised, and it is also kept in grateful remembrance. In his departure we are deprived of an example of enterprise and of productive and well-organized work that is not so commonly presented as to reconcile us to his loss. To the workingmen his presence was most directly beneficial, until overwhelmed by reverses which no ability could avert; the encouragement to skilled labor the firm was able to offer, and the emulative character infused into the whole establishments, were benefits valuable in other senses than a pecuniary one merely. Massachusetts cannot suffer the transfer of such vast workshops as McKay & Aldus kept in operation to other States. In their unceasing fires is one basis of the wealth and importance of the Commonwealth; when they are quenched our industrial pride is gone, and the "bone and sinew" which so largely supports our claims to the foremost rank of progressive States, will seek other scenes of activity. The breaking up of a laboratory of such magnitude, and the removal to other cities of its promoters and managers, is a matter of the deepest solicitude. It leads to inquiries as to the causes, and awakens regrets that undue severity may, perhaps, have contributed to the dissolution of a firm upon whose honorable character there is no reproach whatever.

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[Extract from the remarks of Senator Hoar before the Court of Probate, Boston, Mass., October 2, 1895, in a case by which Nathaniel McKay was contesting his brother's will].

I can remember very well the time when the names of the great shipbuilders, Donald and Lauchlan McKay and their

brothers, were famous all round the world. They were building or commanding the marvelous clipper ships for which the shipyards of New England were unrivalled. It was a contest which enlisted the feeling and the pride of the whole people of the country. There was no boy's play of yacht racing in those days. The strife was between nations and the prize was the commerce of the world.

It was the time when California, Australia, and Oregon were first opening to trade. The merchant who could get the fastest ship had the market for the fruits of the Mediterranean, for the rugs of Smyrna, for the silks of India, and the teas of China, and supplied the new States, of which the Anglo-Saxon race was then laying the foundations. It was the time when California and Australia and Oregon were first opening to trade, and it was the ships of this McKay family, of Donald and Lauchlan and their kindred, that carried off the prize in every contest. When John Bull came floating into San Francisco or Sydney or Melbourne, he used to find Uncle Sam sitting carelessly, with his legs dangling over the wharf smoking his pipe, with his cargo sold and his pockets full of money. The flag of the United States was a flower that adorned every port and blossomed on every soil the world over.

When the solid men of Boston got together in Faneuil Hall, and Webster or Everett wanted to bring down the house, all that was needed was to allude to Donald McKay, or to speak of the *Defender*, or the *Daniel Webster*, or the *Sovereign of the Seas*. If your honor would like to learn something of what, if Gov. Long and Mr. Morse were not here, I should say were two lost arts, oratory and shipbuilding, which were once the glory of Boston, I wish you would read Mr. Everett's speech at the house of Donald McKay when the *Defender*,\*

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\* I modeled this ship with my own hands and built her while Donald was in Europe.

which he launched and which I think Lauchlan McKay commanded, was launched in 1855, at East Boston. Mr. Everett said :

“Our host is building eighty-two ships such as we have seen to-day. No one else has done more to improve the commercial marine of this country. There is no port however distant where a ship built by Donald McKay will not stand A1. Yes, sir; and if there were any letter coming before A, or any figure standing higher than 1, a vessel of Donald McKay’s would be indicated by that letter and by that figure.”

Mr. Everett states further that one of the distinguished guests present had first heard the name of McKay at Windsor Castle, and alluded to the fitness of things that he should first have heard of the McKays, the sea-kings of the United States, at the residence of the British monarchs.

They kept up with the age. They had their faults. Donald had his, and Lauchlan his, and Nat has his. But they built the monitors. They built the first locomotive that went over the plains. They inspired the muse of Longfellow, whose most famous single poem was written in their honor, and now is possessed in manuscript, I believe, by one of the family.

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QUINCY, *September 8, 1871.*

NATHANIEL MCKAY, Esq.

DEAR SIR: It having come to my knowledge that it might possibly be of service to you in your new sphere of activity at the South to have a little testimony of the estimation in which you were held by those who formerly knew you when engaged in Boston in business pursuits, it affords me sincere pleasure to be able to declare that my knowledge of you persuaded me of your great energy, enterprise and activity in

business, and excellence in private life, while not even the distressing disasters of your eventual failure have cast any shadow upon your fair fame for integrity in the minds of your neighbors and fellow-citizens.

Yours very respectfully,

JOHN Q. ADAMS.

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NEW YORK, *August 11, 1884.*

DEAR MR. OLNEY: May I respectfully commend to your favor Mr. N. McKay, a shipbuilder and a gentleman. I am not advised of his business with you, but he is a man of probity and honor.

With respect,

S. S. COX.

Mr. P. B. OLNEY.

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MILWAUKEE AND ST. PAUL RAILWAY.

NEW YORK, *Sept. 1, 1871.*

N. MCKAY, Esq.

DEAR SIR: In response to your request I cheerfully say that my business transactions with you, which have been many and for large amounts, have been of the most honorable and satisfactory character.

In haste, yours truly,

RUSSELL SAGE.

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NAVY DEPARTMENT,

WASHINGTON, *Sept. 30, 1884.*

NATHANIEL MCKAY,

*35 Broadway, New York City.*

MY DEAR SIR: Your letter of the 27th instant has been received. The records of the Department show that you were



at various times a contractor with it, or its Bureaus, and that your contracts were satisfactorily filled.

Very respectfully,

W. E. CHANDLER,  
*Secretary of the Navy.*

W. H.

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COMMISSIONERS OF  
CHARLES RIVER AND WARREN BRIDGES,

BOSTON, *Sept. 7, 1871.*

NATHANIEL McKAY, Esq.

DEAR SIR: In reply to yours of the 5th inst. I would state that during the years 1864, 1865, and 1867 you were elected a member of the city council of Boston, and were an active and useful member of that body. You have also held, at different times, other offices of honor in the city, which you have discharged to the satisfaction of your constituents.

I do not recollect when your iron and machine works were first started, but I do know that by your energy and perseverance they became one of the largest if not the most extensive works of the kind in this section. For a number of years they were successful, and your business standing and public influence was freely acknowledged, and when, under the reverses which occurred, the works were stopped, you received the sympathy not only of business men but of the citizens generally, who regarded the closing of your establishment as a misfortune to the community.

Having been long connected with the municipal affairs I have, of course, been acquainted with you, and, so far as my knowledge extends, your character and ability as a citizen has never been impugned, and I regard your position and your repeated elections to responsible offices by your immediate

fellow-citizens in East Boston as the best refutation you can have of anything which may be said to the contrary.

Yours truly,

JOSEPH M. WIGHTMAN,  
*ex-Mayor.*

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NEW YORK, *Sept. 5, 1871.*

NATH. MCKAY, Esq.

DEAR SIR: In reply to your request I will say that my business transactions with you have been large, and that you have always performed your engagements in a prompt, fair, and honorable manner.

Yours very truly,

L. HOLBROOK,  
*Chicago & N. W. R.R.*

[I built 20 locomotives in all for Chicago & Northwestern R.R.]

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This is a copy of one of the contracts made for locomotives. Memorandum of and agreement made this 17th day of January, 1867, between McKay & Aldus, of Boston, Mass., and L. Holbrook, of the city of New York.

In consideration of one dollar to us in hand paid, the receipt of which is hereby acknowledged, we have contracted for and agree to build and deliver to L. Holbrook on the railroad track at East Boston, five switching engines at twelve thousand (\$12,000) dollars each, and six (6) locomotives at fifteen thousand five hundred (\$15,500) dollars each, each of said switching engines and locomotives to be built upon a plan and specifications furnished and approved by George L. Dunlap and to the entire satisfaction and approval of L. Holbrook, and we hereby agree to receive in payment in full of the said switching engines and locomotives from said Holbrook, the notes of the Chicago



and Northwestern Railway Company at three, six, and nine months from the delivery of the same with interest from such delivery of each engine, the price of said switching engines and locomotives to be delivered to said Holbrook free of Government tax.

{ U. S. Internal Revenue  
Certificate. 5 cents. }

McKAY & ALDUS.  
L. HOLBROOK.

Witness:

A. L. PRITCHARD.

We agree that all the above machines shall be delivered by the first of June, 1867.

McKAY & ALDUS.

141 PEARL STREET,  
NEW YORK, N. Y., 5th Oct., 1900.

NATHANIEL McKAY, Esq.,  
1008 Thirteenth Street, N. W.,  
Washington, D. C.

MY DEAR SIR: Referring to your favor of the 24th ult., I have this morning received letter from Mrs. Donald McKay giving brief sketch of her husband's career, which fully answers my correspondent's queries, and which I have acknowledged by this mail. You are both very kind.

I may mention that there is a movement on foot among the Mackays to repeople "Bonnie Strathnaver," the cradle of the race and their home for centuries. It may prove a big job, but born within the shadow of the Mackay domain, with some of their blood in me, I expect great things of a people who, for ages, held their lands by right of the "Strong Hand" (Manu Forti—the Clan motto). Never did a race select a more appropriate motto. And never did a race make a prouder boast when they said, whilst other clans had their land charters

written on sheepskin, theirs was written on their glowing broadswords.

Sad that all the beautiful straths once tributary to "Bonnie Strathnaver," which at one time furnished 4,000 Mackays to the Thirty Years' War in Germany, should, to-day, be peopled by only a few shepherds and their families.

With kind regards I remain,

Yours very truly,

BEN DAVIDSON.

---

OFFICE CENTRAL PACIFIC R.R. OF CALIFORNIA,

NEW YORK, *April 6, 1872.*

Mr. THOS. A. SCOTT,

*V. P. Penn. Central R.R.,*

*Philadelphia, Pa.*

DEAR SIR: This will be handed you by Mr. N. McKay, of Boston, Mass., who desires to meet you on some business matters, the nature of which he will explain himself.

I have known Mr. McKay for a number of years, and in that time have had large business transactions with him, in all of which I have found him prompt and reliable.

Any favors you may be able to show Mr. McKay will be appreciated by him and—

Yours, respectively,

C. P. HUNTINGTON.

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OFFICE CENTRAL PACIFIC R.R. OF CALIFORNIA,

NEW YORK, *Sept. 4, 1871.*

N. MCKAY, Esq.,

*New York City.*

DEAR SIR: I take pleasure in stating, in response to your enquiry, that in all our business transactions, involving large

amounts of money, etc., I have always found you ready and willing to deal in an honorable and straightforward manner.

Respectfully yours,

C. P. HUNTINGTON.

[I built 40 locomotives for Central Pacific R.R., the first one that ever crossed the Rocky Mountains.]

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HOUSE OF REPRESENTATIVES,  
WASHINGTON, D. C., *April 29, 1879.*

NATHANIEL MCKAY, Esq.,

*Philadelphia, Pa.*

DEAR SIR: In reply to your inquiry of this date, I take great pleasure in saying that during my administration of the Navy Department, extending over a period of nearly eight years, you were contractor with it for the performance of most important public work, and which required at your hand the exercise of the soundest judgment and ability, mechanical and otherwise, of the highest order.

I will further say that all the work under your contracts was done in a manner entirely satisfactory to the Department, and within the time agreed upon, which was necessarily limited owing to the public exigency; and that if I at any time desired the completion of any important work, no matter what its magnitude, with promptness and dispatch, I know of no one to whom I would sooner apply, or with greater certainty of having my wants in that regard supplied; and any nation or corporation needing the services of an energetic and capable man to conduct a great public work can commit no error by securing you.

Very respectfully,

GEO. M. ROBESON,

*Secretary of the Navy.*

From 1869 to 1877.

OFFICE OF JAMES B. EADS, C. E.,

NEW YORK, *Nov. 30, 1886.*

Cable address "Eads, New York."

NATHANIEL MCKAY, Esq.,

15 *Whitehall Street, City.*

DEAR SIR: I am just in receipt of your esteemed favor of this date, to which I hasten to reply.

The favorable opinion which you express as to the engineering success of the Ship Railway is one which I very highly value. I am aware of the fact that when this subject was first broached you thought it was an impracticable one and so declared it in print. I very much regretted at the time that you could not see your way clear to endorse it, because I well knew that a favorable certificate from you would have greatly increased public confidence in the enterprise.

Permit me to express my most sincere thanks for your present letter.

There are few men of prominence like yourself, who, having committed themselves against a project, are afterward willing to view it favorably. I heartily appreciate your frankness and generosity in this respect.

I am, my dear sir, very truly yours,

JAS. B. EADS.

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 BLACKSTONE N. BANK.
BOSTON, *Feb. 1, 1870.*

NATHL. MCKAY, Esq.

DEAR SIR: We have yours of the 26th inst. informing us that you have commenced business in connection with "McKay Iron and Locomotive Works," at Jersey City. We cordially wish you success in your new enterprise, and sincerely regret that the industry and energy displayed by you in former years did not result more favorably.

Your connection with this bank, as a depositor, commenced very early in your business career in this city, and was continued through many years till its termination.

Your intercourse with us was always characterized by frankness and fair dealing, and the results were entirely satisfactory.

We discounted for you, in the course of your business, especially during the war, very large amounts, and it is, no doubt, mutually satisfactory to know that not one dollar was lost by the bank.

We have supposed that frequent investments in new and costly machinery, which you no doubt considered necessary for the successful operation of your large business, was one of the causes of your ultimate embarrassment, and hope that this and anything else, which your experience has taught you contributed to that result, will hereafter be so carefully avoided that you will "regain all and *more* than you have lost."

Yours truly,

JOSHUA LORING, *Cashier,*  
*for the President and Directors.*

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LETTER FROM THE WAR GOVERNOR OF MASSACHUSETTS—THE LATE  
JOHN A. ANDREW.

COMMONWEALTH OF MASSACHUSETTS,  
EXECUTIVE DEPARTMENT,  
BOSTON, *May* 12, 1864.

TO NATH. MCKAY, Esq.

MY DEAR SIR: I thank you for the kind remembrance you sent me in the form of an elegantly framed engraving of one of those triumphs of marine architecture which have made famous the name of McKay on both sides of the ocean.

I am respectfully and faithfully yours,

JOHN A. ANDREW.

NEW YORK AND BOSTON RAILROAD COMPANY,  
NEW YORK, *9th March*, 1871.

In reply to your inquiries will say that we have known Mr. Nath'l McKay for several years, and have had large business relations with him. We take great pleasure in saying that he has always kept his engagements with us promptly, and have always found his statements reliable.

Very truly yours,

A. McKINNEY.  
A. A. MARSH.

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NATIONAL BANK OF THE REPUBLIC,  
PHILADELPHIA, *March 11*, 1879.

DEAR SIR: Nathaniel McKay, Esq., an esteemed friend and customer of ours, desires the honor of referring to you.

He has just returned from Demerara, where he was called by the government of British Guiana, relative to the construction of a railroad, and his proposition to build it is to be submitted to the Home Government at London.

Mr. McKay is a practical mechanic, engineer and Government contractor of large and varied experience. For several years he was extensively engaged with his brother Donald in shipbuilding, subsequently he was of McKay & Gallagher, and later of McKay & Aldus, of Boston, extensive builders of locomotives for the Central Pacific, Chicago and Northwestern and other large railroads of the West. During our late war they were employed largely by our Government, in building monitors and steam transports and in other work.

Latterly, Mr. McKay has been employed by the Government, on his own account, on various works.

I regard him as active, enterprising and honorable in his dealings, and believing him fully competent to undertake

the contract proposed, I would feel greatly obliged and honored by any aid you may be able to render him in the matter.

With feelings of the highest regard,

I am, very respectfully,

Your obedient servant,

WM. H. RHAWN, *President.*

HON. JOHN WELSH,

*Envoy Extraordinary and Minister Plenipotentiary*

*to Great Britain, London, England.*

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER,

BOSTON, *October 3, 1871.*

MY DEAR SIR: I reached home last evening after an absence in the mountains of more than two months, for the benefit of Mrs. Harvey's health, she being a very great invalid. I found your letter, and hasten to say that I regret not having received it in season for your purposes; had I done so I should have been most happy to say of you anything you might wish.

Your friend,

PETER HARVEY.\*

LEGATION OF THE UNITED STATES,

LONDON, *April 2, 1879.*

DEAR SIR: I am in receipt of your letter of 17th ultimo, with its several enclosures. It will give me pleasure should Sir M. Hicks Beach, Secretary for the Colonies, apply to me to make

\*Mr. Harvey was the devoted friend of Daniel Webster.



known to him the good esteem in which you are held by my friends whose testimonials you have sent to me.

With great respect, very truly yours,

JNO. WELSH.

Mr. N. McKAY.

312 *Stock Exchange Place,*  
*Rooms 17 and 19, Philadelphia.*

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PHILADELPHIA, PA.

To Hon. J. WELSH,

*Envoy Extraordinary and*  
*Minister Plenipotentiary, Great Britain.*

I take pleasure in introducing to you my friend, Nat'l McKay, who, though now a citizen of Philadelphia, was formerly of the firm of McK. & A., shipbuilders, of Boston, Mass. Mr. McKay is a man of the most perfect integrity and of very remarkable energy. In view of the depressed condition of business in this country he goes abroad in the hope of finding employment for his capital and skill; in other words, of finding a market for American vessels or workmanship. If by any means you can promote his success in this patriotic undertaking, I trust you will not withhold your interest, and assure you that any courtesies to McKay will be appreciated as favor to

Yours, very truly,

W. D. KELLY.

AUGUST 25, 1880.

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CIVIL ENGINEER'S OFFICE,  
U. S. NAVY YARD, NEW YORK,

October 15, 1884.

MY DEAR SIR: In response to your inquiry of this date I am happy to say that in all your dealings, as a contractor with



the Navy Department, which have come within my knowledge, you have always evinced great energy, intelligence and zeal in the performance of your obligations.

Your long and varied experience in the building of ships, machinery and structures of various sorts, and the numerous large contracts for important work at home and abroad, with which you have been so successfully connected, must be regarded as exceptional, and as well fitting you for that vigorous execution of any work you may undertake—which has indeed long been your well-deserved reputation.

Yours very truly,

F. C. PRINDLE,  
*Civil Engineer, U. S. N.*

NATHANIEL MCKAY, Esq.,  
No. 35 Broadway, New York.

CONTINENTAL NATIONAL BANK,

Boston, Sept. 5, 1871.

NATH. MCKAY, Esq.

DEAR SIR: It gives me great pleasure to say that your dealings with this bank were highly honorable to yourself.

The directors have often expressed regret that your energy and business talents were lost to Boston.

Yours truly,

OLIVER DITSON,  
*President.*

LAW OFFICES  
OF  
JOHN GOFORTH,  
Removed to Philadelphia, S.E. cor. 5th and Chestnut Sts.

MARCH 19, 1879.

HON. PHILIP FEGEYLMESY,  
*U. S. Consul, Demerara.*

SIR: Mr. Nathaniel McKay, of this city, is in negotiation with the Colonial Government of British Guiana for a contract for the construction of a railroad in that colony.

Mr. McKay is an honest, energetic, and in every way reliable gentleman, who has had an exceptionally large experience in governmental contracts with the United States before, since, and during the rebellion.

He has been since a boy a practical mechanic and engineer, and for many years a large ship, engine, and locomotive builder.

Entire reliance can be placed upon his faithful performance of any engagement he may enter into.

I have the honor to be your obedient servant,

JOHN GOFORTH.

---

GEO. SAVORY & Co.,  
COMMISSION MERCHANTS, 158 PEARL STREET,  
NEW YORK, *September 9, 1871.*

N. MCKAY, Esq.,  
New York.

DEAR SIR: We take pleasure in stating that the contracts made by our Mr. Savory with you for two passenger steamers for the River Platte trade were fulfilled to entire satisfaction, and that you furnished them even better than you agreed to do. We will be most happy to recommend you to any parties

contemplating building steamers, as we think you would carry out satisfactorily any arrangement you might make.

We are yours, very truly,

GEO. SAVORY & CO.

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Boston, *September 7, 1871.*

NATHANIEL MCKAY, Esq.

DEAR SIR: Your note came to hand this morning. I am glad that you are as active as when with us in Boston. When you left East Boston I felt that our city, over whose government I was then presiding, lost one of its most intelligent business men—a loss which cannot easily be made good. On your removal from the Island Ward, a great interest left the place, and a degree of life and energy has departed which requires your return to make sure a restoration of the place to its old vigor. I trust, however, that wherever you remain you will never forget old Boston, where you once possessed such an influential position, and where your energy and business qualities cannot be forgotten. Truly yours,

NATH'L B. SCHURTTLEFF,

*ex-Mayor.*

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This was one of the first excursions to Council Bluffs, Iowa, by the Chicago & Northwestern R.R. Company, and the following telegram was one of hundreds which I received, from the Atlantic to the Pacific, praising the excellence of my work:

TUESDAY, *June 11, 1867.*

“An East Boston Locomotive in the West.”

Messrs. McKay & Aldus, of East Boston, received the following communication from Council Bluffs, Iowa, signed by G. L. Dunlap:

“Our excursion party from New York arrived here at six

o'clock on the evening of the 7th inst., in a train of fifteen cars drawn from Chicago to this place, four hundred and ninety-three miles, by the engine Lowell Holbrook, made at your works. All and more than you guaranteed the Lowell Holbrook has performed, and reflects great credit upon your establishment."

---

President Cleveland vetoed a bill for the relief of Donald and N. McKay, and the following petitions were gotten up and sent to the Honorable S. S. Cox to present to Congress. He wrote me that the New York petition had so many men of wealth on it that if presented it would injure me, and returned it. The Boston petition he filed.

There never before was such a petition as this one signed for the aid of a Government creditor, and I am more than gratified to add it to my many letters. I knew nearly every man who signed. They are names that will go down in history.

NEW YORK, *May* 26, 1888.

*To the Honorable Members of the Senate and House of Representatives of the United States:*

We the undersigned, citizens of the United States most respectfully petition herewith your honorable bodies to pass the bill for the relief of Nathaniel McKay and the executors of Donald McKay, which grants them the privilege of having their claims against the United States Government adjudicated in the United States Court of Claims.

NATHANIEL NILES.

ELIJAH SMITH.

P. W. SMITH.

D. O. MILLS.

J. H. FLAGLER.

AUSTIN, BALDWIN & CO.

SMITH & RIPLEY.

RUSSELL SAGE.

LAWRENCE GILES & CO.

JOHN E. HOFFMIRE & SON.

SIDNEY DILLON.

GEO. A. EVANS.

- W. B. DINSMORE, JR.  
 JOHN HOEY.  
 C. P. HUNTINGTON.  
 CHARLES E. COON.  
 J. M. PATTERSON.  
 WILSON VANCE.  
 F. P. BENEDICT.  
 J. S. THURSTON.  
 SHICKLE, HARRISON & HOWARD.  
 EDWARD CRANE.  
 J. E. SIMPSON & CO.  
 W. COURTENAY.  
 WM. H. WICKHAM.  
 L. V. THURSTON.  
 GEO. METCALFE.  
 WEIR, ROGERS & CO.  
 A. RAYMOND & CO.  
 EDWIN LORD.  
 JOHN BURNEY.  
 CHAS. N. VILAS.  
 HANDLEN & ROBINS.  
 RICHARD T. COLBURN.  
 F. THOMPSON.  
 R. H. LAMBERTIS, JR.  
 GEO. M. CLAPP.  
 AARON VANDERBILT.  
 SAM'L M. WANAMAKER.  
 F. W. HOUGHTON.  
 A. SPENCER.  
 JAS. E. BRETT.  
 HOWARD CONSTABLE.  
 NEAFIE & LEVY.  
 H. B. MOORE.
- HEGERMAN & CO.  
 R. G. INGERSOLL.  
 T. C. PLATT.  
 DWIGHT A. LAWRENCE.  
 W. F. SHAFFER.  
 PETER MITCHELL.  
 O. D. BALDWIN.  
 WILLIAM H. ANDREWS.  
 COMEGYS & LEWIS.  
 WM. P. CLYDE & CO.  
 W. L. BROWN.  
 MARTIN B. BROWN.  
 JAS. S. NAGLEY.  
 GEO. NOAKES, JR.  
 S. D. SCHUYLER.  
 C. COLNÉ.  
 J. P. PAULISON.  
 J. Q. WRIGHT.  
 AUSTIN TYLER.  
 EDWARD F. O'DWYER.  
 ARTEMUS H. HOLMES.  
 WM. DOWD.  
 A. C. BROWN.  
 EUGENE M. JEROME.  
 JAMES THOMSON.  
 SAMUEL HOLMES.  
 WM. H. VAN BRUNT.  
 COPELAND & BACON.  
 C. & R. POILLON.  
 CHAS. L. COLLY.  
 A. ATCAULL.  
 FRANCIS GOULD BROWN.

Boston, *May* 25, 1888.

# PETITION.

*To the Honorable Members of the Senate and House of Representatives of the United States:*

We, the undersigned, citizens of the United States, most respectfully petition herewith your honorable bodies to pass the bill for the relief of Nathaniel McKay and the executors of Donald McKay, which grants them the privilege of having their claims against the United States Government adjudicated in the United States Court of Claims.

J. Q. A. BRACKETT.

HENRY M. WHITNEY.

EBEN D. JORDAN.

ROBT. G. BRADLEY.

GEO. S. MERRILL.

CUSHING & BLISS.

KEELER & GWIN.

A. P. MARTIN.

WM. E. PARMENTER.

STOWE, BILLS & HAWLEY.

A. L. COOLIDGE.

W. CLAFLIN, COBURN & CO.

COLBURN, FULLER & CO.

POTTER, WHITE & BAYLEY.

JOHN CUMMINGS.

ASA POTTER.

J. N. BALCH.

T. E. MOSELEY & CO.

MULLIN & BROWN.

C. W. THOMPSON & CO.

S. S. PIERCE & CO.

W. H. KENNARD.

MARTIN L. HALL & CO.

CHAS. MERRITT & CO.

THOMAS WHITE & CO.

GEORGE D. COLBURN.

DAVIS, CUMMINGS & CO.

E. & A. N. BATCHELDER & CO.

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## DEATH OF MR. DONALD MCKAY.

[Traveller, September 21, '81.]

This eminent shipbuilder was struck down by paralysis about the 17th of July, and since then has suffered much with a variety of other diseases, including consumption. He died at his residence in Hamilton, Mass., on the 20th inst., aged 70



years and 18 days. His grandfather was a Scotch Highlander, who settled in Nova Scotia and raised a numerous family. The father of the deceased settled in Shelburne, N. S., and was engaged in farming. He, too, had a family of eighteen children, and was a man of great physical strength, and of commanding presence, being about 6 feet 4 inches high and well proportioned. The deceased came to New York at an early age and worked in Brooklyn Navy Yard, where he attracted the notice of Mr. Bell for his mechanical skill. Subsequently he removed to Newburyport and commenced business on his own account. After building several first-class ships for New York merchants, he attracted the notice of the late Enoch Train, who employed him to build the ship *Joshua Bates*, the pioneer of his line of Liverpool packets. At Mr. Train's suggestion he removed to East Boston, and here his career as a shipbuilder became famous the world over. He built for Mr. Train, among others, the *Washington Irving*, *Daniel Webster*, *Ocean Monarch*, *Anglo-Saxon*, *Star of Empire* and *Staffordshire*.

When gold was discovered in California he built for that trade the clippers *Staghound* of 1,550 tons, the *Flying Cloud* of 1,700 tons, the *Flying Fish* of 1,600 tons, the *Sovereign of the Seas* of 2,400 tons, the *Bald Eagle* of 1,600 tons, the *Empress of the Sea* of 2,250 tons, the *Westward Ho* of 1,700 tons, and many others, all remarkable for their beauty, strength, and speed. He also built for James Baines & Co., of Liverpool, for the Australian trade, the *Champion of the Seas*, the *James Baines*, the *Lightning*, the *Donald McKay*, and many others. The *Flying Cloud* made the passage from New York to San Francisco in 89 days, and the *Lightning* the passage from Melbourne to Liverpool in 63 days. But his masterpiece was the ship *Great Republic* of 4,000 tons register, with four decks and four masts. While laden alongside of the wharf at

New York, bound for Liverpool, she was partly burned, and those who purchased her wreck cut off the upper deck. During the Crimean war she was employed as a transport by the French government, and was unequalled for speed, even by steamers, when she had a wholesail leading wind. Mr McKay built a monitor and several iron vessels for the Government. His last great merchantship was the *Glory of the Seas*, which is still running, and is one of the finest vessels in the world. He also built for the Government the sloop-of-war *Adams*, and superintended the fitting out of several other vessels belonging to the navy. In all, Mr. McKay built over 120 sail, including vessels of all classes, from the *Great Republic* of 4,000 tons down to clipper oyster schooners of 100 tons and less. He was a natural mechanic, and had the rare art of imparting beauty as well as other qualities to every vessel he designed, no matter whether she was full modelled or clipperly.

In his season of prosperity he brought all his family around him and helped his brothers liberally. He was twice married, and leaves a widow and many children to cherish his memory. In religion he was a Methodist, and throughout life was exemplary in all his habits. He was born on the 2d of September, 1810, and died at 2 P. M. on the 20th of September, 1880.

As a scientific mechanic he was the equal of Eckford, the builder of the U. S. line of battleship *Ohio*, in genius, and his superior in constructive ability. Like many other great artists, he always seemed deep in thought, and most of his thoughts were of the world of waters and the best way to meet its ever varying dangers.

His remains will be interred at Newburyport, where his first wife and several children are buried.

The funeral services will take place on Wednesday at his residence in Hamilton, at 1.45 P. M.



## THE FAMOUS MCKAY FAMILY.

[The Marine Journal, April 13, 1895.]

It would not be just to the deceased, nor fair to the living, to allow our brief notice of the demise of Capt. Laughlin McKay, in last week's issue, to be all that we should say of the passing away of one so eminent in our profession, nor all that we should furnish our more distant readers of facts in connection with this illustrious family. Capt. Laughlin McKay was born in Shelburne, Nova Scotia, in 1811, and it is safe to say that he was one of the brightest men who ever trod the deck of a ship. He was not only a mariner but an expert mechanic. In 1839 he published a book on naval architecture, which was a text-book for every shipyard in the United States, and was used in the drafting lofts for many hundreds of ships. His energy and skill, with that of his brother, Donald McKay, brought the two oceans (the Atlantic and Pacific) more closely together perhaps than did the work of any other two individuals following like professions in the world. By the introduction of the fast clipper ships, in which they took a prominent part, California was reached in seventy-eight days, and by the energy of these old shipbuilders California was made great through the rapid passages of these ships; and when that State was in its golden days, famous all over the land, then came England with Australia springing up which engaged the services of Donald McKay to build the clipper ships *Lightning*, *James Baynes*, *Stag Hound*, *Flying Cloud* (which vessel had a record of  $433\frac{1}{4}$  miles in 24 hours), *Great Republic*, *Sovereign of the Seas*, and others.

Anyone who ever saw Donald, Laughlin, or Nathaniel McKay, would not need to be told that they were of Scotch descent, each being rugged and stalwart to an eminent degree when in their prime. They were born of parents who gave to the

world eighteen children, and whose births and deaths make a record that it is interesting to follow. The first was Elizabeth Ann, born October 14, 1809, died February 18, 1869; Donald, born September 4, 1810, died September 20, 1880; Laughlin, born December 16, 1811, died April 3, 1895; Sarah, born February 26, 1813, died September 22, 1868; Margaret, born May 2, 1814, died August 29, 1867; Jeannette, born May 4, 1815, died May 20, 1817; Ann, born January 27, 1817, died February 10, 1824; Hugh Robert, born March 21, 1818, died April 23, 1886; David, born October 14, 1819, still living; John, born January 20, 1822, still living; Simon, born February 6, 1823, died November 25, 1882; Mary Ann, born September 11, 1824, died April 14, 1888; Charlotte Sprot, born June 14, 1826, still living; Anna Lang, born December 13, 1829, died November 30, 1894; Nathaniel, born March 2, 1831, still living; Matilda Nancy, born October 4, 1832, still living. To make the genealogy of this illustrious family still more complete and interesting to our readers, we have figured the longevity of these eighteen children which is up to date as follows: The first was sixty years of age at the time of death; the second, seventy; the third eighty-four; fourth, fifty-five; fifth, fifty-three; sixth, two years; seventh, seven years; eighth, sixty-eight; ninth, fifty-nine; tenth, sixty-four; eleventh, sixty-five. Two were not named when they died, and the other five are still living. One of them, Nathaniel McKay, our esteemed fellow citizen, is at present very much in evidence as a live man, he having recently been awarded \$100,000 on a claim of thirty-two years' standing against the Government, and of which an account has been previously published in these columns.

It will be observed that "Nat," as his friends and equals always called him, was the seventh son of this wonderful family, which, if old traditions go for anything, may have had to do with his eminent success in all he has undertaken, which

began with picking up chips in the shipyard and continued in pushing things, State and national, along until he rendered big service in President making, and is now content in taking life easy and horoscoping the political issues of the future.

There is no reason to doubt that the members of this family who have not taken as prominent part in affairs State, national, and marine, as those more extendedly referred to, have made first-class citizens and have honored the parents who bore them. At its quarterly meeting this week the New York Marine Society passed appropriate resolutions in honor of its deceased member, Capt. Laughlin McKay.

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On April 4, 1888, I passed a bill in Congress for the relief of my brother, Donald McKay's heirs and myself, for building iron-clads, and President Cleveland vetoed it without ever giving me or my attorney a hearing. I waited three and a half hours at the White House one day to be heard and he refused to hear me or my attorney, although I had walked the halls of Congress twenty-five years to get this bill passed. Many times it would be passed in the Senate and not in the House, many times it would be passed in the House and not in the Senate. I was a young man when I commenced; if I had not been I would never have got my bill passed. I have walked the halls of Congress longer than any other living man, except poor, old McGarrighan, who died some years ago. Twenty-five years is a lifetime to wait on Congress. There is no government in the world so unjust to its creditors as the United States, but it is on account of the changing of its members of Congress. When you get a member who is familiar with your matters and is in favor of your bill, the next two years he goes out and you have to educate another, and so on every two years, and as the House is such an unwieldy body, it is almost impos-

sible for one to get any recognition whatever. Many a poor claimant falls by the wayside, because he is but one individual and he wears out while each Congressional district is electing a new man in place of the one who has passed out. The claimant has then to educate him, and in a few years he, too, passes out without the claimant getting his just dues.

I would not undertake to follow up a bill in Congress again if you gave me a half a million dollars. I worked night and day, many times remaining up all night in the House, watching for a chance, until the muscles in my legs would form in lumps from walking on the marble floor, but I was full of life and energy, and that is the only reason I got my bill passed. I would advise all men who have claims against the United States never to go to Congress with them. When the bill has passed a committee many people think it is going to be passed by Congress, because it is highly recommended ; it is put on the calendar of the House, which, in my experience, is a mausoleum for claims. There is not one chance in a hundred that it will ever be reached, and so it goes on from session to session, and the Government to-day is spending millions of dollars every session of Congress reprinting bills which have been in Congress for the last fifty years. They are reprinted every session of Congress, referred to the committees, a report made, and put on the calendar. The House adjourns many times with the calendar one hundred and twenty-five pages long, fifteen to twenty cases being on a page, and at the next Congress all the work has to be done over again.

I deeply deplore, with all seriousness, the action of the House of Representatives in their methods of paying an honest claim. Many members rise in their places and object to a bill they have never seen, which they have not studied, and know nothing about, because they want to get the newspapers at their home to print the fact that they have objected to a bill. I have seen more demagogues than any man living, and

they are now increasing the House, which will make it more arduous for people to get justice done than ever. Many of the bills are referred to the Court of Claims; that court is a just one when a case can be brought before them, but the pettifoggy attorneys in the court who prepare the cases delay about as much as Congress, and the claimant has to undergo all the indignities that he would receive at any common police court. They will shuffle around from month to month and from year to year, creating frivolous devices with which to defeat the claim before it is sent to the court. These things are beyond all human endurance. No man will ever live again who will have had the experience I have had in Washington. I have many times been asked to loan money (if I had any) on claims against the United States. My reply is that I would not loan \$10 on a million dollar claim, because before the claimant would receive his just dues he might be petrified. What the House of Representatives should do is to establish two or three courts so that these people who have claims could come before them and get their cases adjudicated. They would save millions of dollars in this way. They would save the salaries and the cost of ten courts if they would adopt this method, if they could only save the printing which is now being done (men are working night and day on the same bills every session.) I do not say this because I want a court where I could get any benefit—God forbid that I should ever have anything to do with another claim in Congress, or that I should go to the Court of Claims where there are so many pettifoggy attorneys who create ideas of their own to delay and defeat an honest claim.

When Cleveland vetoed my bill and would not hear me, I went to my hotel and made an entry in my log, which I kept from day to day, and from which I herewith quote: April 4, 1888. "He sent veto at 2½ o'clock to-day on my bill, H. R.



2477. I will pass it over his head and defeat him in the fall if I die in the attempt.—N. M.”

I had been in Europe many times. I knew what would defeat Grover Cleveland on account of his free-trade fallacy, which would deprive our American people of their labor. When we had free trade the chimneys in America were smokeless, and when we had protection, owing to the McKinley bill, our furnaces were in full blast and our working people employed.

I sailed for Liverpool on the 21st of August, 1888. I visited the “black country” in England, and I got photographs of the women chainmakers and women blacksmith’s, the factory people, coal miners, and poor people of Great Britain of all classes, with table of their wages, and compared it with the wages of our working people. I gave it to the National Committee; they printed millions of copies and distributed them among the working people, and they had great effect, and Mr. Cleveland was defeated, as our workingmen knew that with free trade their furnaces would be still closed and their families and homes would be made destitute. Mr. Harrison was elected.

It has been said by many that this work of mine was of great value, and that I did a great service in aiding the election of a Republican candidate, of which I was very proud.

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[Extract from a letter written by Mr. Gordon McKay to N. McKay on the election of Harrison. Although bearing the same name he is of no relation]:

NEWPORT, *November 21, 1896.*

MR. NATHANIEL MCKAY,

*No. 1008 13th St. N. W., Washington, D. C.*

DEAR SIR: \* \* \* I suppose you are very happy over the election, but for my part I cannot see what we are going to do with it. McKinley won’t have a Senaté that he can manage, and I can see no great goodness coming out of it,

except to get rid of what might have been worse. You did a very great piece of political work at the time that Harrison went in (I rather think you elected him), when the first McKinley bill was passed. I wish you would try your hand again, either in making a new Senate or showing the present Senators what kind of a country we will have if they don't pass measures to give us a revenue, and make the duties payable in gold. I have not much faith in the present revival of business, for I think it will only fill the country with more goods than we want. Of course, if there is any possibility of increasing the duties, the importations will start with a rush in anticipation of it. Show these Senators some of your photographs you converted the workingmen with in Harrison's time, or anything that will scare them into good sense.

Truly,

GORDON McKAY.

---

In 1892 I went abroad and got these same facts again. There was no change in the wages but it was new matter, but the working people did not believe us. In 1896 I went over again and got the same statistics, and sent them out over the country to millions of working people; they then believed that there was something in the free trade when millions of our people were idle, and they then elected Mr. McKinley President of the United States. All this work was done at my own expense; no man ever paid me a dollar.

In 1888 I wrote the Right Honorable William E. Gladstone the following letter :

## McKAY TO GLADSTONE.

THE LETTER THAT CALLED OUT THE GRAND OLD MAN'S ARTICLE.

NEW YORK, October 9, 1888.

*To the Right Honorable William E. Gladstone :*

SIR: During my last visit to your country, I made a short tour through some of the manufacturing districts. I inspected closely the condition of the working people, my object being to make a comparison of the condition of the British working classes, with that of the working people in my own country. The result of my observations have been embodied perfunctorily in the *Tribune*, *Mail and Express*, and the pamphlet which accompanies this letter.

My views on the present situation of the laboring classes in England are most respectfully presented to your notice as being those of an American workingman, and possibly my appeal to the wage-earners of the United States may interest you. I have attempted no discussion of the causes that underlie the present deplorable position of the British laboring man. The question of whether the free trade system, as it works in Great Britain, or the protective tariff system, as such system operates in the United States, is the better for the "bone and sinew" of either country, has a great range. A full and thorough discussion of such a subject is beyond the power of any one man, I fancy; though like all other practical men who have been in close contact with working people for many years, I have my opinion.

You are, no doubt, aware of the political contest now going on in this country, and that President Cleveland has advised a reduction of the tariff. He supports his views by plagiarism from the arguments of prominent British advocates of free trade. You have said, I think, that at some future day "America would wrest from England her commercial supremacy," and whether she will achieve this by her present policy of protec-



tion or by a change to the free trade system of England, is an important question at this time to the people of the United States.

The experiment of free trade has been made in Great Britain to an extent not equaled in any other country. Has it been successful? Is not the term "free trade," as applied to the commercial system of Great Britain, a misnomer? and does such a policy confer upon the British nation the "greatest good to the greatest number?" Has the Cobden system of political economy fulfilled in any one feature the predictions of its early advocates? Has not the present commercial supremacy of England been obtained, and is not such supremacy now upheld, at the expense directly of the "bone and sinew" or the industry of the British working people?

Questions like the foregoing, as well as other cognate questions, just now, are forcibly suggested to the people of the United States. We are, in this country, a nation of "working people," and I speak "by the card" when I say that thousands of workingmen on this side of the Atlantic would be glad to know your views regarding the relative value of free trade and protection to the English-speaking people. As a profound philosopher, eminent statesman and representative Englishman, your opinion on such a matter, however cursorily given, would have a weight superior to any other authority, I think.

Some thirty years ago we built ships for England, the fastest that ever sailed the ocean. My late brother, Donald McKay, built for the Black Ball Line of Liverpool, the *Lightning*, the *James Baines*, *Champion of the Seas*, *Commodore Perry*, *Japan*, *Blanche Moore*, and others. We could compete with your labor before the war. I was a young man with him in the building of these ships, and was obliged to work for six shillings per day, while now I would get fourteen shillings per day. While we were fighting our Southern

brethren, your shipbuilders were building ships, and the Alabama, and other vessels were destroying ours, so to-day we are practically without ocean commerce. I attributed it to the cheap labor in England. If our workmen would submit to receive the same wages as yours, it would reduce the price of material also, and we could once more gain our place on the ocean, but American mechanics will never consent to have their wages reduced so low as those of your workmen; therefore, we must be content without commerce until we can get some relief from our Government. We are confident of aid if we get a Republican form of Government, one that will act in sympathy with the best interests of the working people. The present Government is more than anxious to put the working people on the same footing as those in the free trade countries of Europe. This we are determined shall never occur.

In closing, I pray you to absolve me from anything like impertinence when I express the hope herewith that some time in the near future you may see fit to make public your views on the subject. I am, dear sir,

Yours with great respect,

NATHANIEL McKAY.

15 Whitehall Street, New York.

---

MR. GLADSTONE'S REPLY.

DEAR SIR: On the 9th of October you addressed to me a detailed and courteous letter. I have now felt myself free to write a yet more full reply, and have sent the MS. to the editor of the *North American Review*, in which it will be published. I remain, dear sir,

Your very faithful and obedient,

W. E. GLADSTONE.

LONDON, *April 9*, 1889.

NATHANIEL McKAY, Esq., 15 Whitehall St., New York.

[The MS. Mr. Gladstone speaks of was published in the *North American Review*, in January, in answer to my letter, and he was most conclusively answered, in the same number, by Hon. James G. Blaine.—N. McK.]

Herewith I quote some of Mr. Gladstone's remarks in regard to me, in the *North American Review*, January, 1890, and my method of setting the statistics of the working people of Great Britain :

"An American gentleman, Mr. N. McKay, of New York, took, according to the proverb, the bull by the horns. He visited Great Britain, made what he considered to be an inspection of the employments, wages, and condition of the people, and reported the result to his countrymen, while they were warm with the animation of the national contest, under the doleful titles of "Free-Trade Toilers" and "Starvation Wages for Men and Women." He was good enough to forward to me a copy of his most interesting tract, and he did me the further honor to address to me a letter covering the pamphlet. He challenged an expression of my opinion on the results of free trade in England and on "the relative value of free trade and protection to the English-speaking people."

"It would have been impertinent in me, and on other grounds impolitic, to accept the invitation of Mr. McKay while the Presidential contest was yet pending. But all the agencies in that great election have now done their work, and protection has obtained her victory. Be she the loveliest and most fruitful mother of the wealth of nations, or be she an imposter and a swindler, distinguished from other swindlers mainly by the vast scale of her operations, she no longer stands within the august shadow of the election, and she must take her chance in the arena of discussion as a common combatant, entitled to free speech and to fair treatment, but

to nothing more. So that the citizens of two countries long friendly, and evidently destined to yet closer friendliness, may now calmly and safely pursue an argument which, from either of the opposing points of view, has the most direct bearing on the wealth, comfort, and well-being of the people on both sides of the water."

"Mr. McKay and protection now made vocal in him, terrify the American workman by threatening him with the wages of his British comrade, precisely as the English landlord coaxed our rural laborers, when we used to get our best wheats from Dantzic, by exhibiting the starvation wages of the Polish peasant.

"But there is also a variation in the musical phrase. Our low wages, it is said, form the basis of our cheap production. So it is desired, as Mr. McKay apprises me, to 'get some relief from the American Government,' by which I understand that he calls for more protection. For example, I have learned that turfs are occasionally sent from Ireland to America to supply the Irish immigrant with a rude memorial of the country he was forced to leave, but has not ceased to love; and that these turfs are dear to his affectionate patriotism, and have been bought by him at prices relatively high. But they are charged (I am told) as unenumerated articles, at fifteen per cent. on the value. I hope there is no strong turbary interest in America, for I gather that to secure high wages to the diggers, you would readily, and quite consistently, raise this, say, to five and twenty."

"Mr. McKay greatly relied upon a representation which he has given as to the rate of wages in England. It is only incidental to the main discussion, for the subject of this paper is not England, but America. Yet it evidently requires to be dealt with broadly, though briefly, asking leave to contest alike the inferences and the facts which he presents.' My con-

tention on this head will be twofold. First, he has been misled as to the actual rate of wages in England. Secondly, the question is not whether that rate is lower than the rate in America, nor even whether the American workman (and this is a very different matter) is always better off than the workman in England. It is, What are English wages now under free trade compared with what they formerly were under protection?"

"It is otherwise, however, with reference to Wigan. Employment at this important centre is subject to the economical currents of the time, and undoubtedly the facts it may exhibit must be held to bear upon the general question of the condition of the people.

"But it so happens that I have the best means of obtaining information about Wigan, and I had better state at once that I am at issue with Mr. McKay's report upon the facts. The statements made by him have doubtless done their work; but it is still a matter of interest to clear up the truth. The steeple, of which he declares that the parish has been denuded, never, as I am assured, had any existence. The temperature in Rosebridge mine, which he states at ninety-three degrees, does not exceed seventy degrees. The wages of the men are not three shillings a day, but vary from a minimum of three shillings and threepence up to the sum of four shillings and sixpence. The minimum for women on the bank is not one shilling, but one shilling and sixpence, and the maximum not one shilling and ninepence, but two shillings. Yards, such as he estimates at forty-five inches wide are forbidden by by-laws of the local board issued in 1883, and similar laws issued in 1860 require that cottages shall have an open space, at the rear or side, of not less than one hundred and fifty square feet. Barrows are not in use for wheeling coal underground. In a word, so far as the only place I have been willing



to make the subject of an examination is concerned, the accuracy of the supposed statements of fact is contested all along the line by persons on the spot, whom I know to be of the highest trustworthiness and authority."

"W. E. GLADSTONE."

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[*North American Review*, March, 1890.]

### FREE TRADE OR PROTECTION.

BY THE HON. JUSTIN S. MORRILL, UNITED STATES SENATOR FROM VERMONT.

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"Mr. Gladstone appears to have had the subject of 'free trade or protection' on the anvil ever since he was challenged to its discussion by Mr. McKay pending the Presidential election of 1888. He admits the victory of protection in that election, but strives to convince Americans of their folly. His great ability as an instructor may be admitted, and his teachings in Great Britain, where he has had experience, are deservedly of the highest authority; but in America, where we all regret that he has never set foot, they are as unworthy of practical application and as much out of place as British laws for the regulation of the government of India would be if applied to the Dominion of Canada."

Mr. Gladstone says in one of his paragraphs that I did not get the proper measures, that I did not measure correctly the backyard where the poor man lived. In 1894 I went abroad again, when I measured the backyard; it had not changed, and it has not changed yet. Mr. Gladstone said that the house I described could not be built under the rules of Great Britain, and that the yard I measured and the houses of which I took pictures, were built some three or four hundred years ago. Some of the places which I described in my pamphlets were of such a nature that the authorities in some of them removed

all of the tenants from the houses and courts, and when I returned in '94 I did not know the place. I am glad that I did the poor people of England some good. Their wages were advanced a penny a day after the publication of my pamphlets. We paid the stevedores forty cents an hour; Great Britain paid them twelve cents an hour.

In England, one person in every twelve needs relief to keep them from starvation; in London, two persons out of nine die in the workhouse or other public institutions. In Manchester, one out of every five. The London *Christian* says: "One out of every two laboring men over sixty years comes under the poor law." It costs over \$50,000,000 a year to maintain the English paupers.

From this you can see what free trade is for the working people of Great Britain. In England, twenty-eight persons in every thousand are paupers, in the United States, one and a half persons in every thousand.

The mechanic who labors in England, it matters not what his trade may be, receives one-half the pay that the mechanic receives in the United States. The laborer, the one who digs in the street and has no trade, receives less wages than his fellow laborer in the United States, but his wages are more in proportion than that of the mechanics. I saw in Cradley Heath, about thirty miles from the home of Shakespeare, hundreds of women making chains at the blacksmith's forge, and when I made an exposure of it in America through the press, Parliament investigated the matter and found that my statements were more than correct. This same business has been carried on all through the "Black Country" in Staffordshire and Lancastershire for hundreds of years. The women also work on top of coal pits wheeling coal just the same as the men, and for this work they receive from twenty-five to thirty-five cents per day. The men who work in the mines



receive \$4.00 and \$4.50 a week. One-half of their wages is used up in liquor; they are the most depraved people I ever have seen. They live on drink chiefly, and in hovels, with stone floors in the kitchen as well as the bedroom. They get meat about once a week; if they have a large family but one of the children can be clothed on Sunday to go away with the father or mother. I have a picture of their food in a basket. I have seen all they eat, and what they wear. The women dress the same as the men. Many years ago the women lived in the coal mines and their children were born there, underground. For the last fifteen years they do not live in the mines or work underground at all, but, as I said before, they work on the coal pits. A few years ago a movement was set on foot to stop the women from wheeling coal on the coal pit, and they dressed themselves up and went to London and appeared before Parliament and said they would starve to death if they were deprived of that labor. They are still wheeling coal, and are still at the blacksmith's forge in free trade England. These facts, as I said before, were printed by the million and sent broadcast throughout the country. England is increasing in poverty every day on account of its "free trade."

Mr. Gladstone's answers to my questions were anything but satisfactory; he jumped the whole matter and quoted old tariff ideas of twenty-five and fifty years ago. What I was after was, to bring out before the election his opinion of the present day. He quoted antique and decayed ideas, written years ago by free traders, and when the Honorable James G. Blaine answered him in the *North American Review* of the same month, there was nothing left of his ideas on free trade.

I visited many factories in England, and talked with hundreds of working people, and every statement I published in my pamphlets was the result of experience and observation.

The following is taken from the *Marine Journal*, New York, May 25, 1889. I was convinced that the great greyhounds that were to be constructed in the future would require two propellers, and so expressed my opinion in the accompanying letter. Since this letter was written there have been three propellers put in many of the great steamships, as well as the war vessels.

This letter aided Captain Lundborg, and he received large sums of money on his design from various shipbuilders :

[*From the Marine Journal, May 25, 1889.*]

In marine circles at the present time there is little talked of that creates enthusiasm outside of the coming international regatta and the splendid performance of the *City of Paris*. In connection with the latter we herewith present our readers with the copy of a letter written to Chas. L. Wright & Co., in 1882, by Nat. and Cornelius McKay, the well known naval architects, which, for correct foresight in indorsing Captain Lundborg's plan, stands unparalleled :

NEW YORK, *October 20, 1882.*

MY DEAR SIR: The design of an ocean steamship made by Capt. C. G. Lundborg, for the Atlantic Express Steamship Company, of New York city, presents much that is novel, and after a thorough examination and analysis of its principal features, its fine lines, combined with great stability, and the capacity of the hull for the introduction of a much greater amount of propelling power than is now afloat, we unhesitatingly assert herewith that Captain Lundborg's ship must prove faster, and at the same time steadier and more profitable than any other vessel of similar dimensions or capacity built on the prevailing type of model, and propelled by a single screw propeller wheel.

Both in the abstract and detail his plans are in the highest degree practical, when viewed in the light of the well-known principles of steam naval architecture.

*It is beyond dispute that the maximum efficiency of the single screw propelling wheel has been already reached in sea-going steamers. More propelling power and its consequent speed can be achieved only by the use of twin screws, and this feature in Captain Lundborg's plan makes its superiority obvious to us.*

We remain, respectfully yours,

NATHANIEL McKAY,

CORNELIUS W. McKAY,

*Naval Architects.*

MESSRS. CHARLES L. WRIGHT & Co.,

*New York.*

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Mr. Nat. McKay is firm in his belief that were it not for dividing the propelling power of the *City of Paris* by twin screws, she would not have made the high rate of speed she has, and that Captain Lundborg's idea was carried out in the construction of the machinery of the *City of New York* and *City of Paris*.







